

National Transportation Safety Board  
Washington, DC 20594

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Brief of Accident

Adopted 04/25/2007

DCA05MA037 File No. 21397	02/16/2005	Pueblo, CO	Aircraft Reg No. N500AT	Time (Local): 09:13 MST		
Make/Model:	Cessna / 560			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney Canada / JT15D-5A		Crew	2	0	0
Aircraft Damage:	Destroyed		Pass	6	0	0
Number of Engines:	2					
Operating Certificate(s):	None					
Type of Flight Operation:	Executive/Corporate					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Columbia, MO				Condition of Light: Day		
Destination: PUEBLO, CO				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Instrument Conditions		
				Lowest Ceiling: 900 Ft. AGL, Broken		
				Visibility: 8.00 SM		
				Wind Dir/Speed:		
				Temperature (°C): -3		
				Precip/Obscuration:		
Pilot-in-Command	Age: 53			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft: 8577		
Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land				Last 90 Days: 113		
				Total Make/Model: 2735		
Instrument Ratings				Total Instrument Time: UnK/Nr		
Airplane						

\*\*\* Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. \*\*\*

The Safety Board's full report is available at <http://www.nts.gov/publictn/publictn.htm>. The Aircraft Accident Report number is NTSB/AAR-07/02.

On February 16, 2005, about 0913 mountain standard time, a Cessna Citation 560, N500AT, operated by Martinair, Inc., for Circuit City Stores, Inc., crashed about 4 nautical miles east of Pueblo Memorial Airport, Pueblo, Colorado, while on an instrument landing system approach to runway 26R. The two pilots and six passengers on board were killed, and the airplane was destroyed by impact forces and postcrash fire. The flight was operating under the provisions of 14 Code of Federal Regulations Part 91 on an instrument flight rules flight plan. Instrument meteorological conditions prevailed at the time of the accident.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH

Findings

1. (C) AIRSPEED - NOT MAINTAINED - FLIGHTCREW
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - FLIGHTCREW
3. (F) PROCEDURE INADEQUATE - FAA(OTHER/ORGANIZATION)

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
the flight crew's failure to effectively monitor and maintain airspeed and comply with procedures for deice boot activation on the approach, which caused an aerodynamic stall from which they did not recover. Contributing to the accident was the Federal Aviation Administration's failure to establish adequate certification requirements for flight into icing conditions, which led to the inadequate stall warning margin provided by the airplane's stall warning system.